**Construction of bypass roads on National Highways**

366. SHRI SATISH PRADHAN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what is the policy and the priorities for construction of by-pass roads on National Highways during the Eighth Plan with details;

(b) what are the details of proposals from Maharashtra with project-wise locations pending consideration of the Central Government;

(c) what are the details of action taken/proposed to be taken including private participations by locals or foreign, investors; and

(d) what are the details of targets fixed for Maharashtra during the Eighth Plan period to avoid congestion and mounting fatal accidents?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYT-LER): (a) Bypasses are taken up on the National Highway system depending on traffic intensity, congestion along the existing route, finalisation of bypass alignment, land acquisition fo.- the purpose availability of funds etc. Owing to resource crunch in the Eighth Five Year Plan, bypasses are being generally a low priority.

(b) to (d) There has been no target fixed for the construction of bvpasses in any State including Maharashtra in the Eighth Five Year Fian, since the question is mainly dependent upon availability of land for the bypasses removal of utility services, cutting of trees, resources available etc. Construction of Peth Bypass on NH 50 has been stanction-ed during the current year. Due to financial constraints it is too early to indicate which other byuasses could be taken up in remaining years of the Eighth Plan. However, a MOU (Memorandum of Understanding) has been signed for construction of by pass at Panvel on National Highway No. 4 to be undertaken by I.L. and F.S. (Infrastructure Leasing and Financial Services) on BOT (Build, Operate and Transfer) basis under privatisation policy of the Govern ment.

**Making National Highway No. 1 from Delhi *to* Ambala *into* four lane**

367. SHRI RAMJI LAL: Will the Minister of SURFACE TRANSPORT be pleaded to state:

(a) what was the date of commencement of work and the Finances allocated by Government to convert National Highway No. 1 from Delhi to Ambala into a Four Lane one at the iime of commencement;

(b) whether the work has not been completed so far;

(c) if so, the progress made in this regard;

(d) what is the amount of utilisation so far on this project and by when it will be completed alongwith the amount likely to be incurred;

(e) whether Government have made|provided the necessary amount in the Eighth Plan to immediately complete this work; and

(f) if not how much escalation took place since commencement of the work in 1986?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYT-LER): 'a) and (b) Delhi to Murthal Section of Delhi-Ambala Road, N.H.I. is already 4 lane wide. Work of 4 laning Murthal-Karnal Section (km. 50 to 132) was started in 1987. Work is yet to be started in the Section beyond km. 132 to Ambala.

(c) and (d) Progress of work *on* Murthal-Karnal section which is tar-getted to be completed by December, 1995 is 13 per cent an expenditure of Rs. 13.90 crores upto January, 1993 out of total likely cost of Rs. 64.75 crores at present rates.

(e) Yes$_t$ Sir.

(f) Does not arise.

**Use of Battery operated Vehicles**

368. SHRI RAJNI RANJAN SAHU: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government propose to take steps to encourage th$_e$ use of battery operated vehicles based on compressed natural gases;

(b) if so, what are the details thereof;

(c) whether Government propose to fix a ceiling of 20 years on the age of commercial vehicles; and

(d) if so, what are the reasons therefor?

THE MITNISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYT-LER): (a) and (b) Government are encouraging battery operated vehicle's based on secondary batteries. Financial assistance is being provided to Government/Public Sector/Private Sector registered organisations for purchase of these vehicles at the rate of Rs. on$_e$ lakh per vehicle for passenger model and Rs. 50,000 per vehi-cle for industrial model. To promote the use of battery vehicles 100 per cent depreciation rat$_e$ for the battery vehicles in the first year itself is allowed .

(c) and (d) Government have not taken a final decision in the mat-

**Construction of Roads of Private Sectors**

369. SHRI RAJNI RANJAN SAHU: Will the Minister of SUR FACE TRANSPORT be pleased to state:

(a) whether Government propose to treat road construction as core sector to enable private sector to secure concessional finance from banks and to give a filling to road construe. tion; and

(b) if so, what are the details of the proposal in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYT-LER): (a) and (b) Yes, Sir. An am-endment has been made in the Acts governing Industrial Development Bank of India by which the activity of development, maintainance and construction of roads has been specified to be an "industrial concern" so as to enable private sector to secure finance from financial institutions.

**Projects of Calcutta Port Trust**

370. SHRI GHUFRAN AZAM: Will the Minister of SURFACE TRANSPORT be pleased to refer to the reply to Unstarred Question 4550 given in the Rajya Sabha on 19th August, 1982 and state:

Impact Assessment/Environment Management Flan submitted or likely to be submitted to the Ministry of Environment and the details of clearance received from CIT, CMC and DFC in the matter;

(b) whether it is a fact that Calcu-. tta Port Trust in a bid to secure assistance has offered huge number of proposed flats to Government of West Bengal at a lesser or appropriate price but much higher rates are being charged from the general buyers;

(c) whether these projects would really cause health and traffic hazards